

**APPENDIX J**  
**PUBLIC AIRPORTS UNDER ATI AIRSPACE**



## **APPENDIX J PUBLIC AIRPORTS UNDER ATI AIRSPACE**

The purpose of this appendix is to provide detailed operational and community information for each of the 11 public airports underlying the existing and proposed Airspace Training Initiative (ATI) airspace. Figure J-1 displays the proposed ATI airspace and the location of underlying public airports; six under the Bulldog Military Operations Area (MOA) complex and five under the Gamecock MOA complex. Table J-1 presents detailed facility, operations, and development information for each airport. Table J-2 provides detailed demographic and economic information for each of the communities in which the airports are situated. In addition, this appendix includes a summary explanation of the procedures that are, and would be, in place to support airfield activities.

The coincident portions of Bulldog A and B MOAs overlie two public airports. The portion of Bulldog B MOA extending to the south and east overlies three public airports. One public airport, Wrens Memorial, is geographically situated north of Bulldog A/B, but the airspace supporting operations extends into the northern portion of the MOAs. Within the Bulldog MOA complex, four of the six public airports have Instrument Landing Systems (ILS) installed.

Gamecock B and C MOAs each overlie one public airport; Gamecock D overlies 2 public airports. One public airport, Lake City Evans, is geographically situated north of Gamecock D MOA, but the airspace supporting the airport operations extends into the northern portion of the MOA. Within the Gamecock MOA complex, three of the five public airports have installed an ILS system.

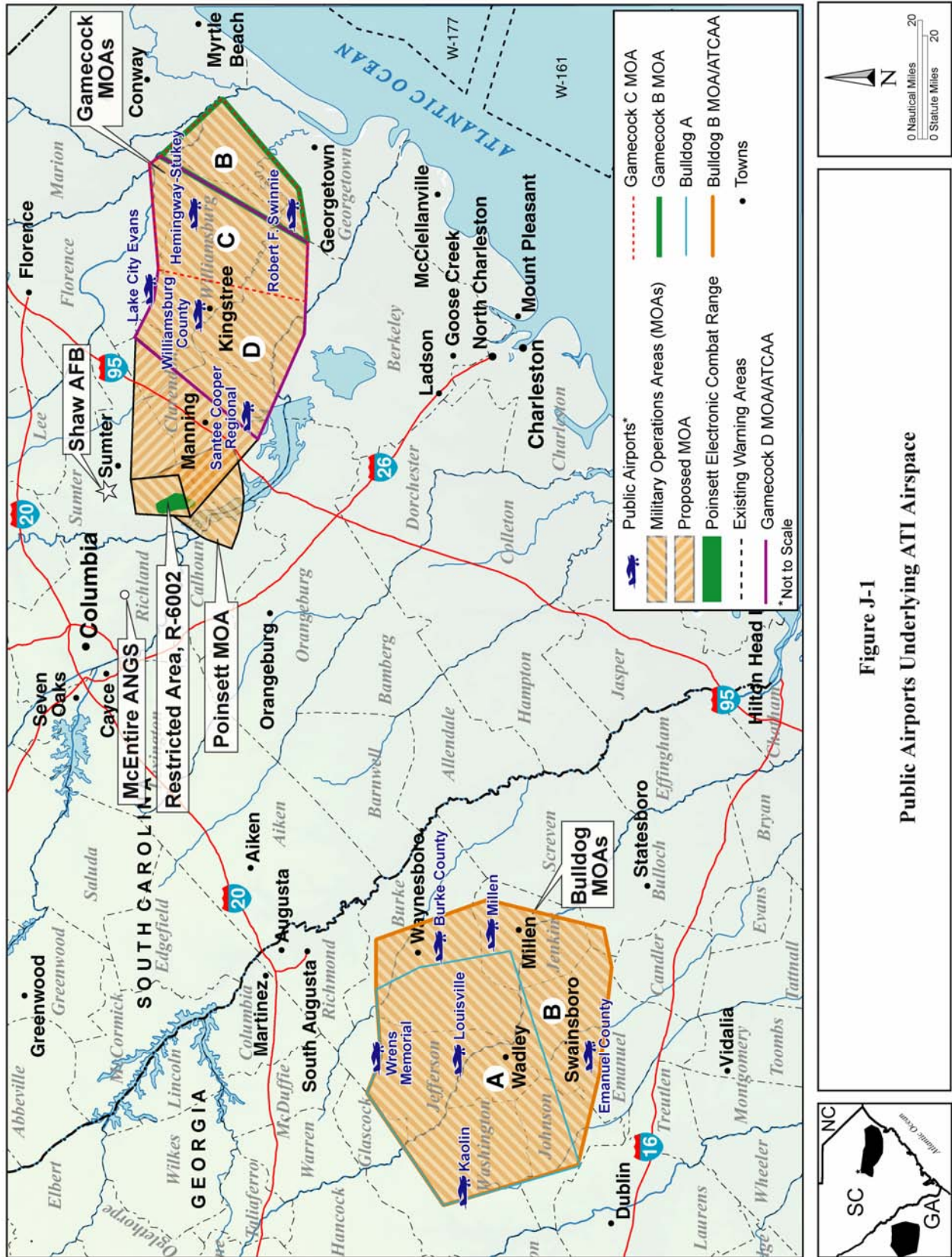
Aircraft utilization of airspace is under the control of the applicable Federal Aviation Administration (FAA) Air Route Traffic Control Center (ARTCC) (Atlanta and Jacksonville Centers), and military flight activity is scheduled and managed by staff at Shaw Air Force Base (AFB). Modifications to existing MOA airspace and the creation of new MOA airspace would require non-rule-making action by the FAA (Department of Transportation [DOT] FAA 2003). Specific details on the use of ATI airspace are documented in Letters of Agreement (LOAs) between the using agency (20th Fighter Wing [20 FW]) and the applicable ARTCC. The LOAs delegate airspace to Shaw AFB Radar Approach Control, define responsibilities, and outline procedures for aircraft operations, Air Traffic Control (ATC) operations, and utilization of airspace for which the 20 FW is the scheduling authority.

During scoping, public concerns were expressed regarding the potential effects upon civil aviation, including flights through active MOAs, flights during inclement weather, and public airports under expanded Special Use Airspace (SUA) airspace. Communities with airports under the proposed airspace, particularly under the proposed Bulldog A airspace expansion, expressed the opinion that proposed avoidance areas were not adequate to support efforts to increase economic activities through airport growth. As described in Section 3.9.1.2, Socioeconomics, rural areas in the regions of influence (ROIs) have generally not kept pace with the economic growth of the more urban and coastal areas of South Carolina and Georgia, perhaps fueling the concern that military airspace use would have detrimental effects on

potential economic development related to aviation facilities (e.g., industrial parks and pilot training schools).

To support regional airfield activities, the FAA would require a 3 nautical mile (NM) circle extending to 1,500 feet above ground level (AGL) as an avoidance area designated around each facility to deconflict military training aircraft from the immediate vicinity. This avoidance area has been demonstrated to successfully deconflict traffic under existing airspace. Airports with Instrument Flight Rule (IFR) capabilities would be under air traffic control and would not be affected by the modified airspace.

Potential airspace constraints associated with the proposed Gamecock E and F MOAs demonstrate that, when airspace is scheduled for military use, the transition corridors would affect civilian air traffic; air taxis in particular. Deconfliction methods to support joint military and civilian use of the airspace are discussed in Section 2.2.6. These methods include airspace scheduling and positive control of transiting aircraft within the Gamecock MOAs. Altitude structures of the remaining proposed airspace are such that conflicts between military use and civilian air traffic are unlikely (see Section 3.1.3, Airspace Management and Air Traffic Control).



**Table J-1. Facility, Operations and Development Information for Public Airports under the ATI Airspace**  
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<i>Facility Name Contact Information</i>	<i>Facility and Services</i>	<i>Aircraft Type</i>	<i>Operations</i>	<i>Development Plans</i>
<b>Kaolin Field<sup>1</sup></b> 478-552-9136 Ray Lawrence	No tower, uncontrolled. Terminal building, 13 private hangars, maintenance hangar, fuel, home to several business owned aircraft	Primarily private- general aviation, some charter and corporate aviation	Recent estimate places take-offs and landings at 10,000 per year.	Airport has applied for funds for a new terminal facility and has reason to believe the request will be approved. Currently implementing \$370,000 of improvements including a localizer approach system (instrument landing), updating lighting control systems, and doubling the apron area. The airport is in negotiations with a Canadian charter company that may select Kaolin Field as the location for an additional facility. Also, the Sandersville Chamber of Commerce is talking to manufacturing groups about locating to the area. The development of the airport is seen as pivotal to these efforts.
<b>Louisville Municipal<sup>2</sup></b> 478-625-8207 Byron Burt Airport manager	No tower, uncontrolled. 3,500-foot runway. Hangars and tie-downs. Lighted runway dusk- dawn. Minor maintenance service and fuel.	Private-general aviation. 20 single- engine aircraft based on the field.	Estimated 8,000 take-offs and landings annually (6,000 general local, 2,000 itinerant).	None reported.
<b>Wrens Memorial<sup>1</sup></b> 706-547-3000 Donna Scott Johnson City Administrator 706-547-3607 John Magnan Volunteer Manager	No tower, uncontrolled. Terminal building, hangar. No fuel. Airport is used <sup>1</sup> as a seasonal base for crop dusting operations.	Primarily private- general aviation. Some charter and corporate, ultralights, and use by medivac helicopters.	This number is not tracked but it is estimated at less than 10,000 per year.	Working with FAA on plan to expand runway to 4,000 feet, in process of completing land acquisition. Will likely receive \$400,000 this fiscal year and the same amount next Fiscal Year (FY). Additionally, there are plans to add another hangar and install a non-directional beacon. Improvements are being made to elevate facility to new standards as well as make the area more attractive to business and industrial growth.

**Table J-1. Facility, Operations and Development Information for Public Airports under the ATI Airspace  
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<i>Facility Name Contact Information</i>	<i>Facility and Services</i>	<i>Aircraft Type</i>	<i>Operations</i>	<i>Development Plans</i>
<b>Burke County<sup>1</sup></b> 706-554-2324 Merv Waldrop Burke County Administrator	No tower, uncontrolled. No terminal, hangars, or fuel.	Primarily private-general aviation, some charter and corporate aviation. Used by the state of Georgia and a nearby power plant	This number is not tracked but it is estimated at approximately 2-3 take-offs and landings per day, with an increase to about 10 take-offs and landings per day during the crop dusting season.	The airport is in the planning stage for a lengthening of the runway in order to accommodate increased use by corporate aircraft.
<b>Emanuel County<sup>2,3</sup></b> 478-237-7025 Ricky Stevens	No tower, uncontrolled. 6,000 foot runway. Hangar. Parts and Maintenance shop. Passenger Lounge w/ gift shop. Pilot Lounge. Flight planning/ weather.	Primarily private-general aviation. Airfreight. Six aircraft based on field (4 single-engine, 2 multi-engine).	Estimate 4,000 take-offs and landings annually (1,600 general local, 1,600 itinerant, 800 air taxi).	Nearing completion of a \$10 million renovation and expansion of the airport facilities and installation of a new instrument landing system (ILS). Facilities used twice daily by UPS for distribution operations. Airport investments intended as centerpiece to economic development plans involving a new business and industrial park on both sides of a new and extended runway and taxiway. Improved infrastructure underway to support new airport facilities, including offices, maintenance hangar, aircraft hangar, and fuel system.

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<i>Facility Name Contact Information</i>	<i>Facility and Services</i>	<i>Aircraft Type</i>	<i>Operations</i>	<i>Development Plans</i>
<b>Millen<sup>1</sup></b> 478-982-5783 706-830-0317 (cell) Keith Brock Volunteer Airport Manager	No tower, uncontrolled, small terminal, 4,000-foot runway. 1 private hangar, emergency fuel.	Primarily private-general aviation, some charter and corporate aviation, however none are based at the facility.	Take-offs and landings are estimated at 100 per month, not including the spike due to crop dusting that could drive the number to 600 per month.	The airport recently spent \$38,000 on an AM radio beacon and a GPS approach system. Immediate plans (2005) call for extending the runway 500 feet and adding turnaround apron. In response to a shortage of hangar space within 150 miles, a proposal for additional hangars has been approved by the state and is awaiting approval by the feds. All improvements are aimed at making the area more attractive to possible business/industrial growth for one of the poorest Georgia counties.
<b>Robert F. Swinnie Airport<sup>1</sup></b> 843-264-5119 Pete Kinder Chairman of Georgetown County Airports	No tower, uncontrolled. 3,000-foot runway. 5 private hangars, no maintenance facilities, no fuel.	Primarily private-general aviation, is an ideal training strip for flight schools located at nearby airports.	This number is not tracked but is estimated at approximately 3-7 take-offs and landings per day.	The airport is approximately 90 percent completed with a \$1.6 million renovation that includes new energy efficient lighting systems, a resurfaced runway, apron, taxiway, and turnaround. There are plans for a refueling facility. Through this renovation, the airport hopes to attract new business to the adjacent community of Anders, and accommodate the growth of a new nearby business/industrial park.
<b>Hemmingway-Stuckey<sup>1</sup></b> 843-558-6582 Sylvia Ard Stuckey Town Clerk	No tower, uncontrolled. No hangar, maintenance facilities, terminal, or fuel.	Primarily private-general aviation.	This number is not tracked. Facility can go weeks without use then experience more than 15 take-offs and landings per day during crop-dusting.	The airport is currently jointly managed between the communities of Hemmingway and Stuckey. As Hemmingway has expressed the desire to shed itself management, Stuckey is checking into federal funding for improvements in the hope that an improved airport would attract business and growth to the community.



**Table J-1. Facility, Operations and Development Information for Public Airports under the ATI Airspace**  
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<i>Facility Name Contact Information</i>	<i>Facility and Services</i>	<i>Aircraft Type</i>	<i>Operations</i>	<i>Development Plans</i>
<b>Lake City Municipal</b> <sup>2</sup> 843-374-5421 Marion Lowder	No tower, uncontrolled. 3,700-foot runway. No hangar, maintenance, terminal or fuel.	Private-general aviation. One single-engine aircraft based on field.	Estimated 2,000 take-offs and landings annually (1,000 general local, 1,000 itinerant).	None reported.
<b>Williamsburg Regional</b> <sup>1</sup> 843-355-9321, x127 Jack Whiteside Interim Airport Manager	No tower, uncontrolled. 5,000-foot runway. Terminal building, private hangars, fuel available. There are 2 adjacent businesses that provide maintenance services as well as crop dusting. The County Development has an office on site.	Primarily private-general aviation, some charter and corporate aviation.	This number is not tracked but it is estimated at approximately 8 take-offs and landings per week, not including spikes in usage due to crop dusting.	Recently (within last five years) completed apron and taxiway, beacon and lighting system, and runway rejuvenation (just under \$1 million total). Hoping for about \$1 million more to put in a parallel taxiway, stub taxiway and AWOS weather system.
<b>Santee Cooper Regional</b> <sup>1</sup> 803-478-7256 Hal Lowder Chairman of Clarendon County Aeronautics Commission	No tower, uncontrolled. 3,600-foot runway. 1 maintenance hangar, 2 lease hangars, 1 open bay hangar, unattended refueling, home of Precision Air Incorporated.	Primarily private-general aviation, some charter and corporate aviation, however none are based at the facility.	This number is not tracked but it is estimated at approximately 10 take-offs and landings per day, between 3,500 and 4,000 per year.	Plans for expansion are outlined in an older Master Plan (August 1991), and an updated plan that the FAA currently has. Airport hopes to add 700 feet to the runway in the next 3-5 years, and realign and extend the runway to between 5,000 to 5,500 feet in the next 15 to 18 years, all the while adding hangar space on an as-needed basis. Plans for improvements are to keep pace with recreation- and retirement-related growth in nearby Lake Marion communities.

Sources:

1. Personal communication with listed airport representative
2. FAA information obtained on-line at [www.globalair.com/airport/airport.asp](http://www.globalair.com/airport/airport.asp) or [www.airnav.com/airports/](http://www.airnav.com/airports/).
3. Information submitted during public comment period.

**Table J-2. Community Information for Public Airports under ATI Airspace**  
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<i>Facility Name Location</i>	<i>Population<sup>1</sup></i>	<i>Housing<sup>1</sup></i>	<i>Environmental Justice<sup>1</sup></i>	<i>Employment<sup>1</sup></i>	<i>County Economic Profile<sup>2,3</sup></i>
<b>Kaolin Field</b> Sandersville, GA Washington County	Population: 6144 Median Age: 36.9 Household Size: 2.52	Housing Units: 2589 Median Value: \$69,000 Owner-Occupied: 62.7% Vacancy Rate: 8.8%	Minority: 60.2% Low-Income: 27.5% PCPI: \$18,226 Youth: 28.0%	Labor Force: 2695 Employment: 2393 Unemployment: 11.2%	In Washington County, Services is the largest employment sector providing 24.0% of all jobs. The other predominant employment sectors are Mining (19.1%) and Construction (19.1%). Washington County unemployment and poverty rates (9.5%, 22.9%) exceed Georgia state unemployment and poverty (5.5%, 13.0%). State PCPI (\$21,154) exceeds county PCPI of \$15,565. Washington is a Georgia Tier 1 County, meaning that it is among the top 45% of Georgia Counties in terms of high unemployment, low per capita personal income (PCPI), and high poverty rate, and therefore eligible for special job tax credits to employers who provide new employment opportunities in the county.
<b>Louisville Municipal</b> Louisville, GA Jefferson County	Population: 2712 Median Age: 36.6 Household Size: 2.56	Housing Units: 1123 Median Value: \$53,500 Owner-Occupied: 63.5% Vacancy Rate: 11.5%	Minority: 66.4% Low-Income: 28.9% PCPI: \$15,028 Youth: 28.2%	Labor Force: 1036 Employment: 875 Unemployment: 15.5%	In Jefferson County, Manufacturing is the largest employment sector providing 35.4% of all jobs. The other predominant employment sectors are Services (21.8%) and Retail Trade (14.1%). Jefferson County unemployment and poverty rates (11.8%, 23.0%) exceed Georgia state unemployment and poverty (5.5%, 13.0%). State PCPI (\$21,154) exceeds county PCPI of \$13,491. Jefferson is a Georgia Tier 1 County, meaning that it is among the top 45% of Georgia Counties in terms of high unemployment, low per capita personal income (PCPI), and high poverty rate, and therefore eligible for special job tax credits to employers who provide new employment opportunities in the county.

**Table J-2. Community Information for Public Airports under ATI Airspace**  
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<i>Facility Name Location</i>	<i>Population<sup>1</sup></i>	<i>Housing<sup>1</sup></i>	<i>Environmental Justice<sup>1</sup></i>	<i>Employment<sup>1</sup></i>	<i>County Economic Profile<sup>2,3</sup></i>
<b>Wrens Memorial</b> Wrens, GA Jefferson County	Population: 2314 Median Age: 34.3 Household Size: 2.56	Housing Units: 1030 Median Value: \$63,900 Owner-Occupied: 57.7% Vacancy Rate: 12.3%	Minority: 66.8% Low-Income: 27.4% PCPI: \$12,425 Youth: 29.9%	Labor Force: 732 Employment: 599 Unemployment: 18.2%	In Jefferson County, Manufacturing is the largest employment sector providing 35.4% of all jobs. The other predominant employment sectors are Services (21.8%) and Retail Trade (14.1%). Jefferson County unemployment and poverty rates (11.8%, 23.0%) exceed Georgia state unemployment and poverty (5.5%, 13.0%). State PCPI (\$21,154) exceeds county PCPI of \$13,491. Jefferson is a Georgia Tier 1 County, meaning that it is among the top 45% of Georgia Counties in terms of high unemployment, low per capita personal income (PCPI), and high poverty rate, and therefore eligible for special job tax credits to employers who provide new employment opportunities in the county.
<b>Burke County</b> Waynesboro, GA Burke County	Population: 5813 Median Age: 30.9 Household Size: 2.62	Housing Units: 2395 Median Value: \$60,600 Owner-Occupied: 54.7% Vacancy Rate: 10.2%	Minority: 64.1% Low-Income: 42.6% PCPI: \$12,151 Youth: 33.3%	Labor Force: 2051 Employment: 1789 Unemployment: 12.8%	In Burke County, Services is the largest employment sector providing 27.7% of all jobs. The other predominant employment sectors are Manufacturing (21.0%) and Retail Trade (13.9%). Burke County unemployment and poverty rates (9.3%, 28.7%) exceed Georgia state unemployment and poverty (5.5%, 13.0%). State PCPI (\$21,154) exceeds county PCPI of \$13,136. Burke is a Georgia Tier 1 County, meaning that it is among the top 45% of Georgia Counties in terms of high unemployment, low per capita personal income (PCPI), and high poverty rate, and therefore eligible for special job tax credits to employers who provide new employment opportunities in the county.

**Table J-2. Community Information for Public Airports under ATI Airspace**  
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<i>Facility Name Location</i>	<i>Population<sup>1</sup></i>	<i>Housing<sup>1</sup></i>	<i>Environmental Justice<sup>1</sup></i>	<i>Employment<sup>1</sup></i>	<i>County Economic Profile<sup>2,3</sup></i>
<b>Emanuel County</b> Swainsboro, GA Emanuel County	Population: 6943 Median Age: 34.7 Household Size: 2.54	Housing Units: 3051 Median Value: \$48,800 Owner-Occupied: 55.0% Vacancy Rate: 12.0%	Minority: 51.9% Low-Income: 32.1% PCPI: \$14,617 Youth: 28.9%	Labor Force: 2686 Employment: 2587 Unemployment: 3.7%	In Emanuel County, services is the largest employment sector providing 32.2% of all jobs. The other predominant employment sectors are manufacturing (31.9%) and retail trade (16.3%). Emanuel County unemployment and poverty rates (4.4%, 27.4%) are mixed compared to Georgia state unemployment and poverty (5.5%, 13.0%). State PCPI (\$21,154) exceeds county PCPI of \$13,627. Emanuel is a Georgia Tier 1 County, meaning that it is among the top 45% of Georgia Counties in terms of high unemployment, low per capita personal income (PCPI), and high poverty rate, and therefore eligible for special job tax credits to employers who provide new employment opportunities in the county. While the income stats for the county are unfavorable compared to state averages, unemployment is lower in Emanuel County than the state.

**Table J-2. Community Information for Public Airports under ATI Airspace**  
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<i>Facility Name Location</i>	<i>Population<sup>1</sup></i>	<i>Housing<sup>1</sup></i>	<i>Environmental Justice<sup>1</sup></i>	<i>Employment<sup>1</sup></i>	<i>County Economic Profile<sup>2,3</sup></i>
<b>Millen</b> Millen, GA Jenkins County	Population: 3492 Median Age: 36.3 Household Size: 2.55	Housing Units: 1567 Median Value: \$41,500 Owner-Occupied: 64.3% Vacancy Rate: 15.7%	Minority: 62.1% Low-Income: 35.0% PCPI: \$11,851 Youth: 28.4%	Labor Force: 1453 Employment: 1183 Unemployment: 18.6%	In Jenkins County, Manufacturing is the largest employment sector providing 53.3% of all jobs. The other predominant employment sectors are Services (19.8%) and Retail Trade (9.5%). Jenkins County unemployment and poverty rates (10.7%, 28.4%) exceed Georgia state unemployment and poverty (5.5%, 13.0%). State PCPI (\$21,154) exceeds county PCPI of \$13,400. Jenkins is a Georgia Tier 1 County, meaning that it is among the top 45% of Georgia Counties in terms of high unemployment, low per capita personal income (PCPI), and high poverty rate, and therefore eligible for special job tax credits to employers who provide new employment opportunities in the county.
<b>Robert F. Swinnie</b> Andrews, SC Georgetown County	Population: 3068 Median Age: 35.1 Household Size: 2.60	Housing Units: 1347 Median Value: \$64,000 Owner-Occupied: 72.0% Vacancy Rate: 12.2%	Minority: 62.5% Low-Income: 34.2% PCPI: \$12,105 Youth: 30.5%	Labor Force: 1144 Employment: 1031 Unemployment: 9.9%	In Georgetown County, Manufacturing is the largest employment sector providing 17.7% of all jobs. The other predominant employment sectors are Services (16.6%) and Retail Trade (12.3%). Georgetown County unemployment and poverty rates (6.2%, 37.4%) exceed Georgia state unemployment and poverty (5.9%, 14.1%). The county PCPI (\$19,805) however, exceeds the state PCPI (\$18,795). Given the high poverty rate, the inconsistent PCPI statistics may be evidence of a few high-income earners relative to the general population.

**Table J-2. Community Information for Public Airports under ATI Airspace**  
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<i>Facility Name Location</i>	<i>Population<sup>1</sup></i>	<i>Housing<sup>1</sup></i>	<i>Environmental Justice<sup>1</sup></i>	<i>Employment<sup>1</sup></i>	<i>County Economic Profile<sup>2,3</sup></i>
<b>Hemmingway-Stuckey</b> Hemmingway, SC Williamsburg County	Population: 573 Median Age: 45.3 Household Size: 2.21	Housing Units: 278 Median Value: \$76,500 Owner-Occupied: 72.2% Vacancy Rate: 6.8%	Minority: 19.2% Low-Income: 13.1% PCPI: \$17,888 Youth: 22.3%	Labor Force: 253 Employment: 241 Unemployment: 4.7%	In Williamsburg County, Manufacturing is the largest employment sector providing 26.1% of all jobs. The other predominant employment sectors are Services (19.5%) and Retail Trade (9.8%). Williamsburg County unemployment and poverty rates (9.1%, 27.9%) exceed Georgia state unemployment and poverty (5.9%, 14.1%). State PCPI (\$18,795) exceeds county PCPI of \$12,794.
<b>Lake City Municipal</b> Lake City, SC Florence County	Population: 6478 Median Age: 34.2 Household Size: 2.67	Housing Units: 2704 Median Value: \$55,400 Owner-Occupied: 66.5% Vacancy Rate: 10.9%	Minority: 72.8% Low-Income: 31.6% PCPI: \$14,452 Youth: 29.7%	Labor Force: 2610 Employment: 2254 Unemployment: 13.6%	In Florence County, Services is the largest employment sector providing 22.5% of all jobs. The other predominant employment sectors are Manufacturing (17.6%) and Retail Trade (12.3%). Florence County unemployment and poverty rates (7.9%, 33.4%) exceed Georgia state unemployment and poverty (5.9%, 14.1%). State PCPI (\$18,795) exceeds county PCPI of \$17,876.
<b>Williamsburg Regional</b> Kingstree, SC Williamsburg County	Population: 3496 Median Age: 37.2 Household Size: 2.29	Housing Units: 1618 Median Value: \$71,800 Owner-Occupied: 53.2% Vacancy Rate: 10.5%	Minority: 66.0% Low-Income: 38.0% PCPI: \$17,694 Youth: 27.9%	Labor Force: 1292 Employment: 1163 Unemployment: 10.0%	In Williamsburg County, Manufacturing is the largest employment sector providing 26.1% of all jobs. The other predominant employment sectors are Services (19.5%) and Retail Trade (9.8%). Williamsburg County unemployment and poverty rates (9.1%, 27.9%) exceed Georgia state unemployment and poverty (5.9%, 14.1%). State PCPI (\$18,795) exceeds county PCPI of \$12,794.

**Table J-2. Community Information for Public Airports under ATI Airspace**  
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<i>Facility Name Location</i>	<i>Population<sup>1</sup></i>	<i>Housing<sup>1</sup></i>	<i>Environmental Justice<sup>1</sup></i>	<i>Employment<sup>1</sup></i>	<i>County Economic Profile<sup>2,3</sup></i>
<b>Santee Cooper Regional</b> Manning, SC Clarendon County	Population: 4025 Median Age: 36.5 Household Size: 2.52	Housing Units: 1727 Median Value: \$66,000 Owner-Occupied: 61.7% Vacancy Rate: 10.2%	Minority: 64.2% Low-Income: 30.1% PCPI: \$11,502 Youth: 27.8%	Labor Force: 1504 Employment: 1402 Unemployment: 6.8%	In Clarendon County, Manufacturing is the largest employment sector providing 24.5% of all jobs. The other predominant employment sectors are Services (17.9%) and Retail Trade (11.9%). Clarendon County unemployment and poverty rates (6.7%, 23.1%) exceed Georgia state unemployment and poverty (5.9%, 14.1%). State PCPI (\$18,795) exceeds county PCPI of \$13,998.

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1. U.S. Bureau of the Census 2000.
2. Georgia Department of Community Affairs 2002.
3. South Carolina Office of Research and Statistics 2005.

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